

Explosion Sealed Fate of the Titanic and Passengers

ISMAY'S VOICE ALMOST FAILS AT THE INQUIRY

Managing Director of the White Star Line Gives His Version of Titanic Disaster.

(Continued From Page One.)

In addressing Mr. Franklin, Mr. Ismay used the code address "Isa-fra-pank," and the urgent messages he sent to Mr. Franklin regarding the disposition of the crew were as follows:

"Mr. Franklin, New York. Very important you should hold Cedric till Friday for Titanic crew. Answer. (Signed.) 'YAMSI.'"

Evidently there was an answer to this message in which Mr. Franklin did not express a similar opinion about holding the Cedric, for some time later the following dispatch was sent out by wireless from the Carpathia:

"Isa-fra-pank, New York. Think most unwise keep Titanic crew until Saturday. Strongly urge detaining Cedric and sailing midnight if desirable. (Signed.) 'YAMSI.'"

Again it is apparent that if there was an answer to this dispatch it was not favorable to holding the Cedric, for 'YamSI' put through the following message:

"Isa-fra-pank, New York. Unless you have good and substantial reason for not holding Cedric please arrange to do so. Most undesirable have crew in New York so long. (Signed.) 'YAMSI.'"

If such a plan existed, however, as alleged, it was frustrated. The members of the crew, when they disembarked from the Carpathia, were rounded up in the shed on the southern part of the Cunard pier, but soon many of them got mixed up with the steerage passengers and became scattered.

ISMAY'S VOICE TREMBLES AS HE TESTIFIES

NEW YORK, April 9.—The story of how the Titanic met her fate was told today to the United States senate committee, investigating the Titanic disaster, by J. Bruce Ismay, managing director of the White Star line.

When asked the circumstances under which he left the boat, Mr. Ismay replied almost in a whisper:

"One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered I got into it."

Adjusting his cuffs, Mr. Ismay was visibly nervous when he took the stand. He gave his age at 50 years. In response to a few formal questions he said he sailed as a voluntary passenger on the Titanic.

"The accident took place on Sunday night," he said. "The exact time I don't know, because I was asleep. The ship sank, I am told, at 2:30. I understand you have been told the Titanic was running at full speed. She never had run at full speed."

Never Speeded Up.

"She was built to go eighty revolutions and had never been sped up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Although he came on a "voluntary trip," Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay said.

"Did he survive?" asked Mr. Smith.

"Unfortunately, no."

Mr. Ismay said it was arranged between him and Captain Smith of the

"Generally debilitated for years. Had sick headaches, lacked ambition, was worn-out and a run-down. Burdock blood bitters made me a well woman."—Mrs. Chas. Freitoy, Moosup, Conn.

"Bilious? Feel heavy after dinner? Tongue coated? Bitter taste? Complexion sallow? Liver needs waking up. Doan's Regulax cures bilious attacks. 25 cents at any drug store."

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On last day you last sail from New

Governor Spry Sends A Message of Sorrow to President for Utah

In the name of the people of Utah, Governor William Spry yesterday telegraphed to President Taft at Washington an expression of the deep sorrow felt in common by the citizens of this state, for those whose hearts have been rent by the Titanic sea horror. The message was as follows:

Executive Office, State of Utah, Salt Lake City Utah, April 19, 1912.

President William Howard Taft, White House, Washington, D. C.

In publicly expressing, as you doubtless will, the sorrow of the people of the nation for those whose hearts are torn and bleeding by reason of the appalling catastrophe of Sunday night, I sincerely trust that you will voice a message of heartfelt sympathy from Utah.

The People of this state are shocked and horrified at the terrible calamity.

To you personally, permit me to express my deep sorrow in the loss of our close personal friend, Major Archibald Butt. The sorrow that is yours by reason of the untimely passing of this most excellent gentleman is shared by a host of friends the nation over.

WILLIAM SPRY, Governor.

Titanic not to arrive at New York lightship before 5 a. m., Wednesday. "There would have been advantage in arriving earlier," he added.

"Was there any attempt to lower the boats of the Carpathia to take on survivors as you went aboard her?" asked Mr. Smith.

Twenty Lifeboats.

"There were no passengers to take on," said Mr. Ismay.

"In your lifeboat, what course did you take?" the senator asked.

"We saw a light and headed for it," said Mr. Ismay.

"How long were you in this lifeboat?"

"About four hours," he said.

"Were there any other lifeboats that you saw?"

"Yes, we hailed one," he said. He said he saw no lifeboats in the sea.

"How many lifeboats were on the Titanic?"

"Twenty altogether, I think," replied Mr. Ismay. "Sixteen collapsible and four wooden boats."

"Were all the lifeboats that left the Titanic accounted for?"

"I think so, I've been told so, but I don't know for sure," Mr. Ismay replied.

"It has been suggested," Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"

"I do not. I never heard of it and I think all the lifeboats were accounted for," he said.

No Confusion.

"I did not see the Titanic go down," Mr. Ismay said, shaking his head mournfully. "I did not want to see her go down. I was not in the lifeboat all the time until we were picked up. I turned back once after we left the vessel. I saw her green light and never turned back again. I did not want to see the end."

"Was there confusion apparent on the Titanic when you looked back?"

"I did not see any," Mr. Ismay replied. "All I saw was the green light the last time I looked. I saw Captain Smith on the bridge. I saw him again."

"Did you have any message from him?"

"None," he said.

"How many wireless operators were there on the Titanic?"

"I presume there were two," said Mr. Ismay. "One is always on watch."

"Did they survive?"

"I have been told one did, but I do not know whether it is true."

"Were any of the crew enlisted men in the United States navy?"

"I do not know."

Construction of Ship.

Turning to the construction of the ship, Mr. Ismay declared the ship was specially constructed so that with any two of the larger compartments full of water she would not sink.

"If the ship had struck head-on she probably would have floated today," he added. "Had any one of the collapsible boats sunk?"

"No, sir."

"Did you attempt to interfere with the working of the wireless on the Carpathia?"

"The captain probably will tell you I was not out of my room from the time I got into it until last night," was the reply.

"During the voyage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

"He told the ship was not in proximity to icebergs Saturday or Sunday, although he knew the ship would be near ice on Sunday night. The witness said he knew nothing about the Carpathia talking by wireless about icebergs."

Senator Smith asked if he sought to send any wireless messages from the Titanic after she struck.

"He did not," he said.

Order to Lower Boats.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.

"I went left the bridge," added the official. "Three boats, he said, he saw lowered and filled. In this boat were four members of the crew and forty-five passengers."

"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw none."

"How were the women selected?"

"We picked the women and children as they stood nearest the rail," he said.

Representative Hughes handed Senator Smith a note and then the chairman told Mr. Ismay that it was reported that the second lifeboat left without its full complement of crewmen, and from 11:20 until 1:30 women were forced to row the boat.

Representative Hughes' daughter was in this boat and was assigned to watch the cork in the boat and, if it came out, to use her finger as a stopper.

York with the Carpathia?" asked Senator Smith.

"April 14," said Captain Rostron "Bound for Gibraltar."

"How many passengers did you have?"

"I think 120 first class, fifty second class, and about 545 third class passengers."

Story of Voyage.

"Tell the committee all that happened after you left New York."

"We backed out of the dock at noon Thursday. Up to Sunday midnight we had fine, clear weather. At 12:35 Monday morning I was informed of the urgent distress signal from the Titanic."

"The wireless operator and first officer. The message was that the Titanic was in immediate danger. I gave the order to turn the ship around as soon as the Titanic had given her position. I set a course to pick up the Titanic, which was fifty-eight miles west of my position."

"After my own knowledge, I went to the chief engineer, told him to put on another watch of stokers and make all speed for the Titanic. I told the first officer to get all the crew on foot out of the lifeboats and be ready for any emergency."

Arriving at the scene of the accident, Captain Rostron testified he saw an iceberg straight ahead of him and stopping at 4 a. m. ten minutes later he picked up the Titanic. The wreck was about 200 miles from the Carpathia. The Titanic was having difficulty in maneuvering his boat.

Enormous Icebergs.

"In a radius of four miles I saw all the other lifeboats. On all sides of us were icebergs, some four or five hundred feet high. The Titanic was struck by one of them. At 5:30 a. m. the Titanic's survivors were aboard."

Then, with tears filling his eyes, Captain Rostron said he had the purser, Mr. Ismay, called to him. He wanted to hold a service of prayer—"Thanksgiving for the living and a funeral service for the dead."

"I went to Mr. Ismay," said the captain. "He told me to take full charge. An Episcopal clergyman was found among the passengers and he conducted the service."

As the prayers were being said, Captain Rostron testified, he went on the bridge searching for survivors. He told of talking with the Californian, which had a searchlight. As he searched the sea one boat with a life preserver on board was seen. The man was dead, probably a member of the crew, the captain said. The body was not picked up, the officer explaining, "because the sea was so rough and the boat was in no condition then to see a body brought aboard."

Heroic Survivors.

"But I must say," declared Captain Rostron, with positiveness, "every one of the survivors behaved magnificently. They stayed in the boats until the order came for them to mount the ladder in turn and then came up."

Three members of the Titanic crew were taken from the lifeboats and died from exposure. They were buried at sea.

Asked about the lifeboats, Captain Rostron said he found one among the wreckage in the sea. Several of the lifeboats brought in on the Carpathia to New York he said, were lowered last night and sent away by tenders, he knew not where.

Had Seen No Ice.

"I had seen no ice before the Titanic struck us, but I knew from her message that there was ice to be encountered. I had seen no ice, but I knew from her message that there was ice to be encountered. I had seen no ice, but I knew from her message that there was ice to be encountered."

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business to go first, then private messages. The Titanic survivors in order of filing.

William Marconi, the wireless inventor, was the first to follow. He entered the room with Mr. Ismay, who took his seat near the witness stand. Mr. Ismay was more nervous than at the forenoon session, constantly pulling his mustache, pinching his throat or rubbing his head.

Marconi Testifies.

Mr. Marconi took the stand as soon as the hearing was resumed for the afternoon. He said he was chairman of the British Marconi company. Under instructions of the company, he said, operators must take their orders from the captain of the ship on which they are employed.

"The regulations prescribe whether one or two operators should be aboard the ocean vessels," he said.

"Yes, on ships like the late Titanic and Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller boat, carries one."

"The maximum efficiency of the Carpathia's wireless was 200 miles. The wireless equipment on the Titanic was available for 300 miles during the day and 100 miles at night."

"Do you consider that the Titanic was equipped with the latest approved apparatus?"

"Yes, I should say that it had the very best."

Senator Smith asked if amateur or rival operators were with the wireless communication of the Carpathia.

Second Officer's Story.

That finished Mr. Marconi's testimony. Charles Herbert Lightholder, second officer of the Titanic, testified next. Mr. Lightholder said he understood the maximum speed of the Titanic was shown by its trial tests to have been 23 1/2 knots an hour. Senator Smith asked if the rule requiring life-saving apparatus to be in each room for each passenger was complied with.

"Everything was complete," said Lightholder.

Sixteen lifeboats, of which four were collapsible, were on the Titanic, he added. During the tests, he said, Captain Clark of the British Board of Trade was aboard the Titanic to inspect its life-saving equipment.

"How thorough are these captains of the Board of Trade in inspecting ships?"

"Captain Clark is so thorough that we called him a nuisance."

Lightholder said he was in the sea with a lifeboat for an hour and a half. "What time did you leave the ship?"

"I didn't leave it."

"Did it leave you?"

"Yes, sir."

"Where were you when the Titanic sank?"

"In the officers' quarters."

"Were all the lifeboats gone then?"

"All but one. I was about ten feet from it. It was hanging in the tackle and they were trying to get it over the bowsprit. I saw it go down."

One Boat Not Launched.

"All but one. I was about ten feet from it. It was hanging in the tackle and they were trying to get it over the bowsprit. I saw it go down."

"When did you see Mr. Ismay?"

"When we started to uncover the boats."

"He was standing on the boat deck."

"What was he doing?"

"Standing still."

"Was he fully dressed?"

"I couldn't say for sure. It was dark."

"When you saw Mr. Ismay twenty minutes after the collision, were there any other passengers near him?"

"I didn't see anyone in particular," said Lightholder, "but there might have been some."

The witness described the collision as a "light rap" followed by a grinding sound.

Lightholder said that on Sunday he saw a message from "some ship" about some iceberg ahead. He did not know the American sent the message, he testified.

Making Good Speed.

The ship was making about twenty-one and a half knots, Lightholder testified. He said this was not the best the ship could do.

"Did you have an ambition to see what the ship could make?" the witness was asked.

"Naturally, at some time."

"Clear and fair."

"Were you anxious about ice?"

"And you put on no additional lookouts."

"No, sir."

"When Captain Smith came on the bridge at five minutes of nine, what was said?"

"We talked together generally for twenty-five minutes, and then he said, 'We must get to the ice-field. He left the bridge, I think, about twenty-five minutes after nine o'clock and during our talk he told me to keep the ship on her course, but that if I was the slightest degree doubtful about conditions developing, to let him know at once.'

"Did you keep the Titanic on her course then?" Senator Smith asked.

"Yes, sir."

"When did you next see Captain Smith?"

"When I came out of the officers' quarters after the impact," Lightholder replied.

"Then Captain Smith did not return to the bridge before your watch expired?"

"No, sir."

Gave Place to Murdoch.

"I turned over the watch to First Officer Murdoch at 10 o'clock."

"When you took over just what the Titanic's position was when you turned over the watch to Murdoch?"

"I do not know, sir, but I did know

at the time. We talked about the ice that we had heard was afloat and I remember we agreed we should reach the reported longitude of the ice field about 11 o'clock, an hour later. All that time the weather was calm and clear. I remember we talked about the distance we would cover. We could see stars in the horizon. It was very clear."

"Did you see Murdoch after that?"

"Yes, when I came out of the officers' quarters after the impact, Murdoch was on the bridge, he on one end and Captain Smith on the other. I never spoke to Murdoch after that. I turned the watch over to him. I saw him later working over the last lifeboat as the ship went down."

"Where did you last see Captain Smith?"

"I was busy at my own work, about fifty feet away and have a recollection of seeing the captain walking across the bridge. I did not hear him give any orders. I was too far away."

"When the Titanic sank, was her deck intact?" Lightholder replied.

"Absolutely intact," Lightholder replied.

Senator Smith asked what was the last order he heard Captain Smith give.

Obedied His Orders.

"When I asked if I should put the women and children in the boats," replied Lightholder, "he responded, 'Yes, and lower away.'"

"What did you do?"

"Obedied orders."

"The last boat to put off, a flat collapsible, was the one of the officers' quarters. Lightholder said. The men dumped it on deck and waited for the water to float it off. Once at sea it upset. The forward funnel fell into the water, just missing the raft and overturning it. The funnel probably killed persons in the water."

"This was the boat I eventually got on," declared Lightholder. "No one was on it when I reached it. Later about thirty men clambered out of the water onto it. All had on life-preservers."

"Did any passengers get on?" asked Senator Smith.

"I don't know," the second Marconi operator and Colonel Gracie, I recall," said the witness. "All the rest were frozen out of the water. Two of these died that night and slipped off into the water. I think the senior Marconi operator died that night."

"Was there any effort by others to get on board?" continued Senator Smith.

"I took all we could," he said.

"There must have been others in the water?"

"How did you happen to name them?"

"Because they were standing near."

"Did they want to go?"

"I didn't ask them; they went by my orders."

"How many passengers did the second boat take?"

"About thirty," said Lightholder. "How many seamen?"

"Two seamen, as far as I remember."

"Did you see that boat again?"

"Not to my knowledge."

"The third boat?"

"By the time I came to the third boat—all those on the port side—I began to realize that the situation was serious and I began to take chances."

"How long did all the work of loading and lowering a lifeboat take?"

"It was difficult to say, but I think about 15 to 20 minutes."

"How many passengers did the third boat contain?"

Women Were Brave.

"I filled her as full as I dared, sir, and then lowered her, about thirty-five I think. The women and children could not have stood quieter if they'd been in church."

In loading the fourth lifeboat Lightholder said he was running short of seamen.

"I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing near me and said he would go if I needed him."

"I said: 'Are you a sailor?' and he replied that he was a yachtsman. Then I told him that if he was sailor enough to get over the bulwarks to the lifeboats, to go ahead. He did and proved himself afterward to be a very brave man."

"When you saw Mr. Ismay, did you know him?"

"I didn't know him then, but afterwards I looked him up. He was Major Peuchen of Toronto," said Lightholder. "I never saw him before."

Of the fifth boat, Lightholder had no particular recollection. "The last boat I put out with was the sixth," he said. "We had difficulty finding women. I called for women and none were on deck. The men began to get in—and then women appeared. I rapidly as they did, the men passengers got out of the boat again."

"The boat deck was only ten feet from the water when I lowered the sixth boat. When we lowered the first, the distance was seventy feet," Lightholder testified. 210 members of the crew were saved."

"If the same course was pursued on the starboard side as upon the port, in lifting him up you would have saved," asked Chairman Smith. "I have inquired especially and have found that

Recent Picture Of Major Butt, Titanic Hero

MAJOR ARCHIE BUTT



ARCHIE BUTT GOES TO DEATH A HERO

(Continued From Page One.)

under any conditions, his sense of proper regard to what he considered the respect due to constituted authority.

"He was an earnest member of the Episcopal church and loved that communion. He was a soldier, every inch of him; a most competent and successful quartermaster and a devotee to his profession."

"After I heard that part of the ship's company had gone down I gave up hope for the rescue of Major Butt, unless by accident. I know that he would certainly remain on the ship's deck until every duty had been performed and every sacrifice made that properly fell on one charged as he would feel himself charged, with responsibility for the rescue of others."

"He leaves the widest circle of friends whose memory of him is sweet and who will never forget his heroic deed."

Tributes to Major Butt continued to pour into the White house today.

Senator Tillman of South Carolina said:

"He was one of God Almighty's gentlemen."

Roosevelt's Tribute.

LINDSBURG, Kan., April 19.—Colonel Theodore Roosevelt today paid a tribute to the heroism of Major Archibald Butt.

"Major Butt was the highest type of officer and gentleman. He met his end in every particular. He was a man as an officer and gentleman about, giving up his own life that others might be saved, and my family all loved him sincerely."

For every six persons picked up five were either firemen or stewards."

Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the sea. Lightholder declared he stood on top of the officers' quarters and as the ship dove he faced forward and saw also.

"I was sucked against a blower and held there," testified the officer.

"No, sir. A terrific gust came up the blower—the boilers must have exploded—and I was blown clear."

"How far were you blown?"

"Barely clear. I was sucked down again, this time on the 'flood' grating."

"Did anyone else have a similar experience?"

"Yes, Colonel Gracie."

"Did you get lost?"

"I don't know, maybe another explosion. All I know is we came up by a boat."

"Were there any water-tight compartments on that ship?" the senator asked.

"Certainly. Forty or fifty."

"Were they known to passengers and crew?"

"Must have been—by the plans distributed about the ship."

"Did you know whether any of the crew or passengers took to the water-tight compartments as a last resort?"

"Is it at all likely?"

"I think very unlikely."

"For yourself you prefer to take to the open sea?"

"Undoubtedly."

"Are the water-tight compartments intended for the use of passengers?"

"Oh, dear no, sir, not at all at any time."

"Suppose this ship had sunk in less depth of water, would the water-tight compartments have been any refuge?"

"No, sir—never intended for that purpose—they were designed to prevent the ship from sinking."

"What other officers besides yourself survived?"

"The third, fourth and fifth officers, sir."

"Their names?"

"H. J. Piers, third officer; J. G. Roxhall, fourth officer; G. Lowe, fifth officer."

At this point the hearing was halted to be resumed at 5:30 o'clock tonight.

Ogden Man Loses Uncle.

Special to The Tribune.

OGDEN, April 19.—Through the press dispatches following the arrival of the Carpathia with the survivors of the Titanic disaster, Fred L. Kenyon, residing at 121 Twenty-sixth street and an engineer at the Shape-Williams Candy company's plant, has learned that the number of survivors was among the number who lost their lives. Accompanied by an extended European tour, Mr. Kenyon was one of the survivors arriving in New